THE N. Y. C. STRIKE.

The Conference of Leaders Arrives at no Terms of Settlement.

A BRAKESMAN KILLED.

A New York despatch says: The conference of the labor leaders, which was begun last evening was resumed this morning. Grand Master Sargent said: We are once more reviewing the entire evidence submitted to us for deliberation, but just how long the conference may last I cannot say just at the moment.

Mr. Webb, when called upon, repeated the statement that everything was running as usual, and added that he did not anticipate any further trouble.

THE FIGHT MUST GO ON.

Mr. Powderly states that the strike has ceased to be one of a local assembly and has become one of the whole organization, and it will use every means in its power to continue the fight. He intimates that the Federation of Railway Employees will support the movement. The situation is serious.

Grand Master Sargent, President of the council and chief of the firemen's organization, has ordered a meeting of the Supreme Council of the Federation of Railway Employees on Saturday morning at Terre Haute, Ind., for the consideration of the New York Central strike.

MR. POWDERLY'S APPEAL.

General Master Workman Powderly will to-morrow issue an appeal to all true Knights of Labor in the employ of the Central Hudson Railway and upon the Vanderbilt connecting lines. In the document he will state the causes for the strike and the efforts made to obtain a peaceable settlement of the difficulties, and notify every member of the intention of the Executive Board of the Knights of Labor to prosecute the fight against the Central Hudson Railway Company to the bitter end. At the same time it is made known that Grand Master Sargent has called a meeting of the Council of the Federation of Railway Employees for Saturday, August 23rd, at 9 a.m., at Terre Haute, Ind.

A GENERAL STRIKE IMMINENT.

Mr. Powderly and Mr. Devlin, of the Executive Board of the K. of L., called on Vice President Webb at 5 p.m. to-day. Mr. Toucey was with Mr. Webb, and the four gentlemen had an interview which lasted 20 minutes. At the conclusion Mr. Powderly told the reporters what had transpired. Mr. Devlin asked Mr. Webb if he would consent to an investigation of the causes surrounding the discharge of the fifteen men. Mr. Webb answered that there was nothing to investigate, that the railway company were managing the road, and he did not see why their actions should be questioned. Mr. Devlin then asked him if he did not owe the public and the employees of the road any duty regarding its management, in which all were more or less interested. Mr. Webb did not reply.

Mr. Devlin then said there was no use in further discussing the matter, as the railway company had declared themselves in favor of an independent course.

Mr. Toucey then said that Master Workman Lee was primarily responsible for the strike.

Mr. Devlin asked Mr. Toucey if he would waive the question of Mr. Lee's action and consider the discharge of the other men?

Messrs. Toucey and Webb refused, and that ended the conference.

The situation looks serious to-night, and the indications are that a general strike is imminent.

WAS HE MURDERED?

Charles Oswold, a young New York Central brakesman, was seen alive sitting on his brake at Spuyten Duyvel this afternoon. When the train rolled into the yard at 75th street at 5 p.m. he lay dead on his car, with a dent as if made by a brick behind the ear.

Samuel Campbell, a non-union switchman, was assaulted near his home this evening and hit on the head with a stone.

THE MOVEMENT OF FREIGHT.

An Albany despatch says: There are no new developments in the situation in this vicinity to-day. Superintendent Bissell said he was more than satisfied with the great progress being made in the movement of freight from there. Freight trains were sent out all through the night last night.

A Thursday's New York despatch says: Mr. Powderly made the following statement to-day in reference to a report that the grand jury was considering the advisability of indicting the leaders of the strike: "The grand jury has nothing to do with the case. We have violated no law either State or national since we came to this city. The men have been orderly and peaceful. They have acted like gentlemen since the strike began. Whether this strike has been ordered wisely or not has nothing to do with the matter now so far as it affects the grand jury. The men have a right to quit work and the grand jury has no right to decide that they must return to work.

"The railway officials have got men following us. This morning, about 2 o'clock, a card was sent up to my room. On it was written: 'The New York *Herald* offers its support, and I am authorized to represent it.' The man came to my room and began to ask questions as to what we intended to do, without saying anything of the attitude of the *Herald*. I thought the man acted suspiciously, and upon watching him after he left us we discovered he went to the New York Central depot instead of the *Herald* office. He was not a newspaper man, and appeared very much flurried and excited while he was in the room. If the New York Central people hope to shape the action of the Grand Jury by such means as this they cannot expect success."

Mr. Hayes, in discussing the matter of the Grand Jury, remarked that if the Grand Jury found indictments against the leaders of the strike he did not care, because an investigation was sure to follow, and that is precisely what the leaders want.

A MEETING OF DELEGATES.

Secretary Hayes, of the Executive Board, announced this afternoon that on Monday next at 10 o'clock, at Albany, a meeting of District 246 would be held, at which the Executive Board would be present for consultation. To this meeting each local assembly will send three to five delegates, and there will be present 600 to 700 members from the section lying adjacent to the Central road from New York to Buffalo.

WILL KEEP POSTED.

Mr. Webb this afternoon said, relative to the charge made by Mr. Powderly, that he and the Executive Board had been shadowed by detectives, that unless he had taken every lawful means to keep himself informed as to what the board was doing, he would be unfit to remain half an hour in in his present position.

IN IT TO STAY.

The General Executive Board of the K. of L. reported to-night that everything was very encouraging, and that they were in constant communication with the strikers along the line No strike has yet been ordered outside of District Assembly 246 Of the future orders Mr. Powderly could not tell. They will be very glad if the Federation joins them, if not they will go on anyhow. This is the first time, said Mr. Wright, that Mr. Powderly had ever come into a strike himself, but he was here flat-footed, and was going to stay. Mr. Powderly said he had never ordered a strike, and neither had the Executive Board, and they had not ordered this one. A tie-up of the surface roads and elevated roads throughout the city, Mr. Powderly said, had not been thought of.

POWDERLY'S MANIFESTO.

To-night Mr. Powderly issued an appeal to the people. The appeal reviews the causes of the strike, and relates the unavailing efforts made to secure a peaceable settlement of the difficulty, referring to Mr. Holland's interview with Mr. Webb, and Messrs. Powderly and Devlin's interview with Messrs. Toucey and Webb, accounts of which have already been published. The appeal then continues:

The public may have formed erroneous impressions of the Knights in the controversy We don't pretend to dictate to the company that it shall not discharge employees, but in all fairness the discharged men should be told why they are dismissed. During the session of the Legislature the Knights of Labor were active in the passage of the weekly pay bill. The committee of the Knights representing the employees of the New York Central & Hudson River Railway were faced in the Legislative committee-room by the attorneys of the railway and browbeaten, questioned and terrorized. Some members of that committee who were at the time employed in the New York Central were discharged without any given cause. There exists not the shadow of doubt in the minds of that committee that these men were singled out for endeavoring to secure the passage of the above-mentioned law. After thoroughly investigating the causes which led to the strike, and after making every effort in their power to induce the company to arbitrate or submit to an investigation by impartial men the question at issue—namely: Whether the men were discharged because they were Knights of Labor, and for the purpose of destroying the organization, as they believe and maintain, or for just cause and proper reason, as the company allege, the General Executive Board have, by a unanimous vote, determined to stand by the men, who, whether their strike was opportune or not, had no alternative consistent with their manhood.

AN APPEAL FOR FUNDS.

"The General Executive Board knew nothing of it until it was thrust upon them, and now that we have to face it we ask the entire Order of the K. of L. to come to our assistance with the means to win the strike. We are not craving for sympathy; we are not in need of moral support. We have to fight a power which owes its lofty bearing to the wealth it has piled up from the labor of its employees; untold millions are at its command, and we want money to carry on the struggle. We ask all members of organized labor to come to our aid. We not only ask labor organizations, but we ask of the great public beyond our organizations of labor to come to our relief."

THE PINKERTONS.

Mr. Powderly at some length pays his respects to the Pinkerton men and the methods of their selection and value of their services. He states that blank commissions are signed by the sheriff of Albany and left in the charge of Central officials.

Mr. Powderly then goes on to say: "H. Walter Webb applauds the action of the Pinkertons in shooting, and says they did right. Mr. Webb never did a stroke of work to secure the wealth he abused. It came to him by inheritance and he now abuses it. The elder Vanderbilt was a workman and knew something about the feeling of the man who toils. It was in his day that the record of the New York Central for generous treatment of workmen was made, and not under the present management."

In conclusion Mr. Powderly says: "The K. of L. hold themselves in readiness now, and will continue to hold themselves ready, to yield to the will of the public in this matter. The company, on the other hand, holds itself above and superior to public opinion. I would here ask the men still in the employ of the New York Central Railway whether it be not their interest to stand by and support those who are striking to vindicate the common right to organize. The General Executive Board will conduct this contest with all of their ability within the law and without violence.

NO TROUBLE WEST OF BUFFALO.

A Thursday's Chicago despatch says: John Hall, a member of the Executive Board of the Federation of Railway employees, said to-day, in reference to the strike on the Vanderbilt roads, that he did not believe the Brotherhood men west of Buffalo would be involved, as he thought the action to be taken at Terre Haute on Saturday would be only as to the New York Central Railway. The leading officials of the Vanderbilt lines in Chicago say they are not making preparations for a strike and do not expect one.

The Thinnest Crook.

A Paris, Ill., despatch says: "Shorty" McGill, an all-round crook and pickpocket, made his escape last night from the new jail here by crawling through the sewer pipe leading from the water closet. McGill weighs but 90 pounds. His partner, Henry Morris, followed him, but stuck in the pipe for nearly two hours and was taken out more dead than alive.

FIVE MILES IN THREE MINUTES.

Terrible Dash of a Runaway Car Down Mount Penn—Four Killed.

A Reading, Pa., dispatch says: A horrible accident occurred this forenoon shortly before 11 o'clock on the Mount Penn gravity railway, a mountain route encircling Mount Penn, 800 feet above the city of Reading. The road was opened five months ago, and has been doing a good business ever since The cars were taken from a point on the outskirts of the city to the top of the mountains, a distance of five miles. On returning the cars were allowed to go down the mountain by gravity by way of another route to the point of starting. This forenoon at half-past ten a car containing about 18 passengers was taken from the station to the top of the mountain. This consumed about 30 minutes. On the top of the mountain there is a high stone tower, where the passengers were allowed to alight to enjoy the scenery for 30 minutes.

HOW THE ACCIDENT OCCURRED.

There are different stories as to the cause of the accident, but it appears that when the tower was reached, the point where the gravity portion of the road commences, the engine was detached, when the cars ran away while the passengers were still on board. The distance to the point of starting is five miles, and it is estimated that this was covered by the runaway car in three minutes, the car attaining a fearful speed, estimated at 80 miles an hour. It remained on the track to the foot of the plane, going around all the curves, while the passengers shrieked in their fright, and several jumped off. When the car reached the station at the foot of the plane it jumped off the track and rolled down a fifty-foot embankment, where it landed upside down, with the passengers imprisoned inside. The greatest excitement prevailed and soon a large crowd gathered. Doctors and the ambulance were sent for and the dead and injured removed. Four were taken out dead. They included Charles Rettow, conductor of the car, and E. M. Lavan, a lawyer of this city.

ACCOUNT BY AN EYE WITNESS.

Norman B. Wilsher, of this city, who was standing at the foot of the plane when the car came clashing down the mountain, says he heard first a distant roar, as of thunder, and looking up saw the car coming down the mountain, but sticking to the track, at the rate of about a mile in forty-five seconds. He had barely time to recover himself when the car like a lightning flash dashed past the station and down the embankment fifty feet below. Mr. Wilsher was the first on the ground. He says he found the car turned upside down, the passengers all thrown into a confused mass, and that with the assistance of others who arrived, he helped to carry out the dead and injured. There were about a dozen of the latter with broken limbs and battered heads, their clothing being covered with blood. Mr. Wilsher said as the car fell the united shrieks of twenty voices added terror to the scene. In addition to Edgar M. Lavan and Charles Rettow, who were killed, the two others killed were Miss Rosa Pfeiffer, a young lady of this city, and Miss Harriet Hinckle, of Philadelphia. The following will die: Miss Hiram Schittler and Mrs. W. A. H. Schmel. Among the injured are: Sallie Pye and Mary Guthrie, of Wilmington, both badly hurt; and Willie Schmel, of this city, both legs broken.

A JOURNALIST MURDERED.

Shot Down By a Peanut Vendor on a Street Corner.

A Detroit despatch says: Fred. Crimmins, assistant city editor of the *Evening Sun*, was fatally shot by Tony Manli, a peanut and fruit vendor on the corner of Croghan and Randolph streets this afternoon. He had just left the *Sun* office for the day and stopped at the Italian's stand to purchase some fruit. As he was examining some plums Manli drew a 38 calibre pistol from under the stand and emptied one of the chambers into Crimmins' abdomen. The latter fell where he stood. "I am killed," he muttered, "What will my poor sister do?" He was picked up by sympathetic hands and carried into Huckenstein's dry goods store from where he was removed to Harper's Hospital. Drs. Walker and McGraw were called and are probing for the bullet. They say the wound is fatal beyond a doubt, and the victim cannot live many hours. Manli ran up the alley between Randolph and Brush streets and was captured by Officers Wolfe and Selle in a barn twenty minutes later. He was taken to the station and locked up pending the result of Crimmins' injuries.

COULDN'T FACE TROUBLE.

A Canadian Shoots Himself in Illinois—His Girl Went Back on Him.

A Springfield, Ill., special despatch says: Harry Hamilton shot himself through the heart this afternoon and died instantly. He was a hotel porter and worked in the St. James Hotel, Denver, and had been employed in the Palace Hotel here for a year. He was discharged three weeks ago. He came back looking for work to-day. He had been drinking. Failing to obtain employment he started for Litchfield, a country town near here.

He had two valises, and after visiting several saloons left them temporarily with a storekeeper. Then he stepped into an alley and put a bullet through his heart. He said to a companion a few minutes before that he had consumption, that the girl he had loved had gone back on him and that he did not care to live.

His relatives are not known here, but live in Millbrook, Ont., and the body will be sent there.

Four Killed in a Railway Wreck

An Emigrant Gap, Col., despatch says: At Cascade City to-day a train was standing at the summit with air-brakes set. The air leaked, and the caboose and several cars started down grade. When the runaway train reached Cascade it struck the caboose and one car of another freight pulling in on a side track. Conductor Kingsley, of the runaway, and Conductor Connelly and Brakesmen Beaver and Levi of the other train were killed, and one or two others were badly injured. Nineteen cars were piled up in a mass and the wires prostrated.

"What became of that tremendous mosquito you had here yesterday, kill him? No, I drove him around to the pound.'

THE PENNSYLVANIA CYCLONE.

The Loss of Property Will Probably Reach $1,000,000.

A Wilkesbarre despatch says: The Ninth Regiment is on duty assisting the police in maintaining order. Unemployed men were pressed into service to raise the embargo laid upon very many of the streets by fallen trees, telephone and telegraph poles. Many owners of buildings have already set about the reconstruction of the injured portions of their property. A careful estimate places the number of buildings demolished and partially destroyed at nearly 300, and some estimate that it will exceed this figure. The loss will probably reach nearly, if not quite, $1,000,000.

At the city hospital several victims are cared for. Some of them cannot survive.

EXTENT OF THE DAMAGE.

The number of buildings wrecked was 400. They are damaged to amounts ranging from $100 to $20 000. The total loss is estimated at over $1,000,000. When the storm swept up towards Scott street a party of boys were on that thoroughfare. Eddy Schmidt, aged 7, was carried 500 feet and thrown into a pond. His skull was crushed. His body was found to-day. George Frye, aged 7, was probably fatally hurt. Two other boys were less seriously injured.

A special from Susquehanna, Pa., says: At Brushville, three miles from here, at 6 o'clock last evening, a heavy windstorm unroofed houses and barns, and filled the roads with fallen trees and debris. A house occupied by Luther Hall was partially blown down. A son of Mr. Hall was killed, and another son received fatal injuries.

PRISONERS REVOLT.

A Nervy Deputy Assailed by Five Desperate Convicts.

An Iron Mountain, Mich., despatch says: When Deputy Sheriff Geo. Keyes, of Florence, Wis., thirteen miles northwest of here, entered the jail at 8 30 last night to lock the prisoners into their cells, one of them named Burke threw a lighted lamp into his face and knocked him down. Another named Gallagher covered him with a blanket and held him on the floor while the jail full of prisoners started to escape. Keyes struggled free and shot Gallagher directly over the heart. He also forced an Italian murderer into his cell and fired a number of shots after two who succeeded in reaching the door outside. These were a man named Burke, arrested two weeks ago for robbing freight cars, and a fellow named Wiley, arrested here three months ago for burglary. Gallagher, the one who was shot, died half an hour later, but lived long enough to say that Burke, who is an old convict, had arranged the plan to escape. Burke and Wiley are still at large with the sheriff and a posse after them. Telegrams are in the hands of all neighboring officers Keyes is a young man, formerly marshal of Florence and acting sheriff during the sheriff's absence. He is congratulated on his nerve. There were in the jail five as tough men as bars ever held. Two were in for murder, one for attempted murder and two for robberies. Only Burke and Wiley escaped.

Joy Turned to Sorrow.

A Boston despatch says: The saddest story of the Quincy disaster yesterday is told by Judge Edwards, of Louisville, Ky. He was one of a party of nine ladies and gentlemen and children from Louisville who were north enjoying a vacation. Of the party two are dead, a third is dying, and every member of it was more or less injured. There were in the party besides Judge Edwards, Capt. W. R. Abbott and wife, Mrs. Oscar Fenley, Mrs. Mary Fenley and her three little girls and Miss Susie Fenley. They had been spending ten days at Nantucket. It was their purpose to spend three or four days in Boston. After seeing Boston they were going to Saratoga and then to New York. Mrs. Mary Fenley and her children were to meet Mr. Fenley, who is a Louisville banker. The latter was coming north to attend the bankers' convention in New York. Judge Edwards' hands were badly cut and burned.

Firemen and Engineers Strike.

A Chicago despatch of Friday says: All the firemen and engineers employed by the Union Stock Yards Switching Association struck for higher wages this morning. At noon 40 engines, each having two men, were lying idle in the 47th street yard. In consequence of the strike 120 switchmen are also idle. The switching or transfer system is the largest in the country, as the association does all the work for the packing houses in the yards. Consequently all work at the packing houses is at a standstill. The tracks are filled with immense trains of fresh meat, which was destined for outside points.

"I should like to see Scotland again," said Dr. McCosh the other day. "Dear old Scotland, with all her great associations and grand and noble men! I can never forget her. In memory I revisit her every day of my life. I had my ticket bought not long ago for a voyage to her shores, but I was not able when the time came to go. Scotland—I hope yet to see Scotland once more.'

China is going quite extensively into railroad construction, in spite of the obstructive tactics of its non-progressive statesmen. This movement in China promises to open new fields to the locomotive builders and other enterprising manufacturers of this country. The large exportations of steam engines and machinery show that the manufacturers of these products are capable of competing successfully in the markets of the world in spite of the burdens which the tariff imposes on them.—*Philadelphia Record.*

The London *Hospital* tells of a seamstress who, like Hood's pathetic heroine in the "Song of the Shirt," worked till the stars shone on the roof. Her eyesight failed, and the story goes on: "She saw at the same time four hands, four needles and four seams. She at first treated them as an illusion, but at the end of some days, in consequence of weakness and prolonged mental anxiety, she imagined that she was really sewing four seams at once, and that God, touched by her misfortune, had worked a miracle in her favor."

Groom—A ring around the moon is the sign of rain. Bride (sweetly)—And a ring around a woman's finger is the sign of ——? Groom (sadly)—Reign.

ENGLAND'S NAVY.

What is Being Done to Add to its Strength.

THIRTY-TWO NEW VESSELS TO BE BUILT.

We print in full Lord George Hamilton's statement explanatory of the navy estimates for 1890 91, which has been issued as a Parliamentary paper, says the London *Times*. It contains much interesting comment upon a text which in its naked simplicity is found by many people somewhat difficult reading, notwithstanding the genuine public interest to which the increase of our naval strength is unquestionably due. The estimated expenditure upon the navy for the ensuing financial year is £13,786,600, being an increase of £101,200 over the estimates for 1889 90 Some difficulty has always been felt by the public in understanding the exact scope and effect of the Naval Defence Act of last year, which dealt with a sum of £21,500,000. On one side it has been supposed that this sum constitutes an addition to the money spent year by year in the ordinary way; and on the other side it is sometimes asserted that the Act is illusory, and that we are simply maintaining the navy at the old rate.

The confusion arises from the fact that, while the act gives parliamentary sanction once for all to the expenditure of twenty-one and a half millions upon specified undertakings, eleven and a half millions are voted year by year as part of the annual provision for the navy, while ten millions are charged upon the consolidated fund, this constituting a source of naval revenue independent of the annual votes. Thus the act fixes a minimum of £2,650,000 to be expended in each year for five financial years upon dockyard shipbuilding, and £600,000 to be yearly expended during the same period upon armament. If these sums are not fully spent in any one year the balance unexpended remains at the disposal of the Admiralty in such fashion that the available total for the whole term shall suffer no reduction. Thirty-eight vessels are to be built with this money, and of these twenty-one are already begun, seven will be begun in the coming year and ten of the lighter types will be left to begin after March, 1891.

Thirty-two vessels are to be built by contract out of the ten millions set apart and charged upon the consolidated fund. Of these, twenty-six have been ordered during the year now closing. The remaning six are torpedo gunboats, capable of rapid construction, and held over for the present in order to obtain the benefit of the latest experience. Thus the effect of the Naval Defence act is to fix an irreducible dockyard programme for five years, the cost of which appears in the estimates, and, in addition, to provide during the same five years ten millions' worth of ships built by contract, and not appearing in the annual accounts. Ships begun earlier than last year have to be completed out of the sums charged in the estimates. It is expected that the whole of them will be completed in the course of the incoming year, with the exception of the Blake and the Blenheim Ten which ought to have been finished by this time have been delayed for various reasons of a more or less satisfactory kind. The vessels building by contract for Australian service under the Imperial Defence Act of 1888 have also been delayed, but it is hoped that they will be ready in the course of the summer. No portion of the cost of these vessels appears in the annual votes, and against it there is the set-off of considerable contributions payable by the colonies for twelve years.

Many vessels of new designs were employed in the naval manœuvres of last year, and the experience then gained has been useful in various ways. Details of boilers and machinery, of coal transport and ventilation of engine-rooms have undergone improvements which are embodied in the original designs of the ships built under the Naval Defence Act. In particular it is satisfactory to know that the boilers of the new cruisers have been increased in power from 16 to 25 per cent., and that special attention has been given to the development of high speed under ordinary service conditions. In other words, the measured mile performances, which are wholly exceptional, are not any longer to be treated as indications of the work to be got out of the machinery under ordinary conditions.

Mortality of Widowers From Phthisis.

In a paper on tuberculosis in Belgium MM. Desstree and Gallmaerts come to the conclusion as the result of their investigations that, in comparing the mortality from phthisis of bachelors, married men, and widowers, the last are very much more subject to this disease than either of the other classes. The same statement holds good for all ages, and it is, they say, also true that widows are more liable than single women to die of phthisis. The authors do not think this is to be explained except by direct contagion of wife to husband or husband to wife. They cannot think irregularities and excesses indulged in by widowers can be answerable for it, for advanced age does not seem to make any difference. They would ascribe it to the infection occurring during married life, the disease claiming its second victim some time after the death of the first.—*St. James' Gazette.*

Peasants Who Sell Children.

In the government of Podol the peasants have no scruples about selling their children. Instances of a very revolting nature are reported in a Moscow daily. One peasant sold his daughter, a girl of 8 years, to travelling mendicants for the sum of six rubles; another one brought two girls to the town of Grenova, where he sold the older, a child of 7 years for five rubles, and the younger, 3 years old, for three rubles. Such instances have occurred in many towns of the government.

Modestly Stated.

Travelling Agent—Are you the head of the house, sir?

Mr. Cowed—Hem!—Ah!—I represent her.

The mother of Oscar Wilde, who has written verses that have been admired in England, will henceforth receive an annuity from the British crown, her name having been placed on the pension list.